

MASON'S



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INTIMATIONS

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TIME-TABLE.

WEEK DAYS

7.00 a.m. to 8.00 a.m. every 15 minutes	10
8.00 " " " " " " " "	10
9.00 " " " " " " " "	15
10.00 " " " " " " " "	15
11.00 " " " " " " " "	15
12.00 noon " " " " " "	15
1.00 p.m. " " " " " "	15
2.00 " " " " " " " "	15
3.00 " " " " " " " "	15
4.00 " " " " " " " "	15

NIGHT CARS

8.50 p.m. to 9.00 p.m. every 20 minutes	10
9.20 " " " " " " " "	10
11.45 p.m. " " " " " " " "	10

SATURDAY

7.30 a.m. to 10.30 a.m. every 15 minutes	10
10.30 " " " " " " " "	10
11.30 " " " " " " " "	15
12.30 noon " " " " " "	15
1.00 p.m. " " " " " " " "	15
2.30 " " " " " " " "	15
3.30 " " " " " " " "	15
4.30 " " " " " " " "	10

NIGHT CARS

8.50 p.m. to 11.50 p.m. every 20 minutes	10
11.50 p.m. " " " " " " " "	10

SPECIAL CARS by arrangement at the Company's Office, Alexandra Building, Des Voeux Road.

Reason and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheques or Comprovises Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.

(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1 Local	No. 2 Through	No. 3 Through	No. 4 Local	No. 5 Through	No. 6 Local	No. 7 Through	No. 8 Local	No. 9 Through	No. 10 Local	No. 11 Through	No. 12 Local	No. 13 Through	No. 14 Local	No. 15 Through	No. 16 Local	No. 17 Through	No. 18 Local	No. 19 Through	No. 20 Local
CANTON (at the Pier)	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10
APPER LITTON	7.05	7.15	7.25	7.35	7.45	7.55	8.05	8.15	8.25	8.35	8.45	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15
Phan Chai	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20
Shinghai	7.15	7.25	7.35	7.45	7.55	8.05	8.15	8.25	8.35	8.45	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25
Yau Ma Tei	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30
Tai Po	7.25	7.35	7.45	7.55	8.05	8.15	8.25	8.35	8.45	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35
Shatin	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40
Yuen Long	7.35	7.45	7.55	8.05	8.15	8.25	8.35	8.45	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45
Yuen Long	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50
Yuen Long	7.45	7.55	8.05	8.15	8.25	8.35	8.45	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55
Yuen Long	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00
Yuen Long	7.55	8.05	8.15	8.25	8.35	8.45	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05
Yuen Long	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10
Yuen Long	8.05	8.15	8.25	8.35	8.45	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15
Yuen Long	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20
Yuen Long	8.15	8.25	8.35	8.45	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25
Yuen Long	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30
Yuen Long	8.25	8.35	8.45	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35
Yuen Long	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40
Yuen Long	8.35	8.45	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45
Yuen Long	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50
Yuen Long	8.45	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55
Yuen Long	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00
Yuen Long	8.55	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55	12.05
Yuen Long	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10
Yuen Long	9.05	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55	12.05	12.15
Yuen Long	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20
Yuen Long	9.15	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55	12.05	12.15	12.25
Yuen Long	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30
Yuen Long	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55	12.05	12.15	12.25	12.35
Yuen Long	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40
Yuen Long	9.35	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55	12.05	12.15	12.25	12.35	12.45
Yuen Long	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50
Yuen Long	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55	12.05	12.15	12.25	12.35	12.45	12.55
Yuen Long	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	13.00
Yuen Long	9.55	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55	12.05	12.15	12.25	12.35	12.45	12.55	13.05
Yuen Long	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	13.00	13.10
Yuen Long	10.05	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55	12.05	12.15	12.25	12.35	12.45	12.55	13.05	13.15
Yuen Long	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	13.00	13.10	13.20
Yuen Long	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55	12.05	12.15	12.25	12.35	12.45	12.55	13.05	13.15	13.25
Yuen Long	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	13.00	13.10	13.20	13.30
Yuen Long	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55	12.05	12.15	12.25	12.35	12.45	12.55	13.05	13.15	13.25	13.35
Yuen Long	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	13.00	13.10	13.20	13.30	13.40
Yuen Long	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55	12.05	12.15	12.25	12.35	12.45	12.55	13.05	13.15	13.25	13.35	13.45
Yuen Long	10.40	10.50	11.																	

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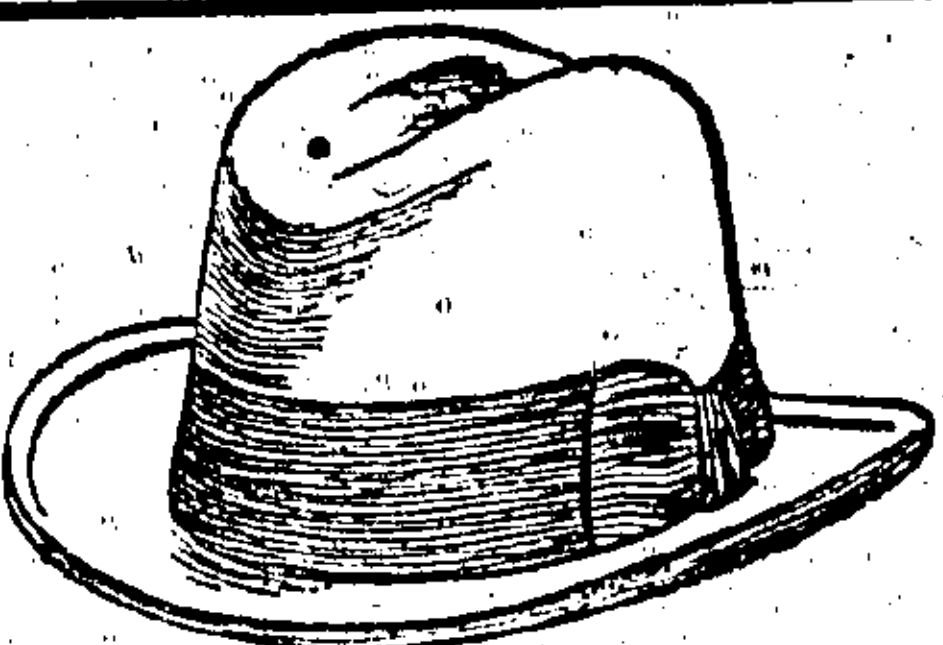
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FALLODEN HALL SHOAL.

A GRAVE DANGER TO NAVIGATION.

Mariners will be interested in the following leading article which appeared in the *Straits Times* of the 13th inst.:

As there does not appear on the orders of the day for this afternoon's meeting of the Legislative Council any special vote providing for the erection of a light on Fallodden Hall shoal it must not be assumed that the Government has ignored the request of the Straits Merchant Service Guild made to it some few weeks ago after the French liner *Altenburg* had run ashore on Lima Island. In all probability the matter has received attention and the authorities may be awaiting the decision of the Board of Trade and the Admiralty to whom it would undoubtedly be referred. The submission of local mariners is not one which should be overlooked. Our seafaring friends will agree with us that the Singapore Strait for its entire length of some sixty miles is exceptionally well lighted and that little is left to be done to add further facilities for safe navigation to and from port. These waters have many sunken dangers, which, years ago before Government thought it was necessary to erect such useful lights as the *Horsburgh*, on *Pedro* Island, at the eastern extremity of the strait, the *Sultan* and other warning beacons, were extremely difficult to navigate. For some time past, however, the shipping community have thought it essential that risks should be further minimised by having a light of some description exhibited on the Fallodden Hall shoal. As we are going to press the wreck of the *Altenburg* is being sold as it lies on Lima Island. This ship, to all intents and purposes, practically new, got on to this shoal at night time some six weeks ago. An enquiry into the cause of the disaster has yet to be held and what the finding of the court will be is at present no concern of ours. We have to recall, however, that this particular locality is certainly a grave danger to navigation. This has been proved time and again. Within the last six years two fine ships have been wrecked there. The shoal, in fact, is named after one steamer that was lost on it. The *Glenroy* ran on to it in the early hours of the morning and the *Altenburg* now rests practically on top of her, while two other steamers are sunk within a few hundred yards. The *Broad-bow* would also have met her fate there but for the expeditious services of the Singapore Harbour Board. It will be readily understood why the request of the Straits Merchant Service Guild has been made and why correspondents have brought the question of further lights to the front, while others who know of the difficulties and dangers of the eastern entrance to Singapore strait have expressed similar views.

Fallodden Hall shoal is to the south-east of Tanjong Pagar some three miles off the Johore coast and is to the southward and eastward of Lima Island. According to the Admiralty chart it is covered at low water by about 23 fathoms. No advantage is to be gained by vessels going in the vicinity and shipmasters invariably keep well to the south in the neighbourhood of the *Horsburgh*. But when entering the Singapore Strait from the China Sea it has been found that the clearing marks from which bearings may be taken are exceedingly deceptive. For instance, we understand that on Barbakut, a small peak on the Johore mainland, there is a single tree which may serve a useful purpose in clear weather, but being invisible at night-time and in the early morning is of no use for navigation purposes. It must not be forgotten also that there is a wide stretch of water between Pulau Binitang on the south and Johore to the north and practically midway between is the *Horsburgh* Light which so far as Fallodden Hall shoal is concerned is of little help for vessels desirous of taking cross-bearings. A light on an isolated rock sends its warning beams across the sea at night and passes by keep clear, but at the entrance to an admittedly dangerous channel in the midst of shoals, reefs and currents with water rendered more treacherous by monsoons, running at times from three to four knots, shipping has to keep within very circumscribed limits. Therefore it appears absolutely necessary in view of the disasters which have occurred in this particular locality that very careful consideration should be given to the request of shipmasters for some light to be placed there; also a fog signalling apparatus. Practically all the shipping from China, Japan and Pacific ports passes there so that what is asked by the Straits will be fully endorsed by the mercantile marine of other countries. Mistakes ashore can be more readily remedied than an error of judgment on a ship at sea. Every endeavour should be made to assist navigation and to ensure as much safety as possible and where, as we have pointed out, there is reason to believe that further precautionary measures might be adopted to this end the matter should not be left in abeyance. We are scarcely in a position to indicate or to suggest the nature of the light that might be erected. Some correspondents are of opinion that a gas buoy would meet the case while another favours a screw pile beacon, with an unwatched light, maintaining that a gas buoy would be liable to break adrift during a strong monsoon. A watched light would be more reliable, but a great deal more expensive to keep up. This would, however, be a question for the authorities to settle and whatever decision is arrived at mariners will welcome a light of some nature which would enable them to ascertain their position as seen in this neighbourhood and at the same time decrease the danger in taking a more northerly course when bound to or from Bangkok, Saigon and China ports.

For quite a long time that evening the minister's little daughter, perched upon her father's knee, had been listening with rapt attention to the many fairy-tales which he amused her. But time flies, and the minister came to a sudden stop as he noticed that it was the little one's bedtime. She, however, made no attempt to move; but suddenly asked him, wonderingly, "Father, are all those tales real ones, or are you only preaching?"

THE PHILIPPINES.

GOVERNOR HARRISON ON THEIR FUTURE.

The *Chicago Tribune* has published a statement made by Governor Harrison of the Philippines to its Manila correspondent. Governor Harrison says: "The great deal of sensational talk in the Press, and comment in America and Japan are constituting a real danger to friendly relations. Hostilities would certainly benefit neither, whatever would be the effect in advancing the interests of third Parties. Japan is not interested in the Philippines except in so far as they react on American policy in the Far East. Doubtless Japan would welcome the complete withdrawal of the United States from the Philippines but only because it would remove America from participation in Pacific affairs. The Japanese policy is now 'Hands off the Philippines.' In the event of a Republican victory in the Presidential elections, Governor Harrison did not expect that Senator Harding would reverse the present liberal treatment of the Philippines. Such action, he said, would be an inconceivable blunder and violation of good faith on the part of the United States and would cause national resentment among the Filipinos. Governor Harrison was confident that his own successor would continue his self-governmental policy. Governor Harrison is planning to travel and to write books on his retirement."

JAPANESE GIFT TO DR. SOLE.

2,000,000 MARKS FOR SCIENTIFIC WORK.

The gift of 2,000,000 marks to the German Government by Mr. Hajime Hoshi, president of the Hoshi Pharmaceutical Company of Tokyo, was accepted in the name of the German Government by Dr. Wilhelm Solf, German Charge d'Affaires at Tokyo. Dr. Solf said a representative of the Japanese Government, Dr. Solf cabled the German Government the announcement of the unsolicited gift.

The offer of the gift was made in person by Mr. Hoshi, who presented Dr. Solf with the letter, written both in Japanese and English. Mr. Hoshi expressed his deep gratitude to Germany for her contributions to the medical and chemical science of the world and said that he would like to help German science in its present difficulties.

Dr. Solf said that he could not but accept the offer, as German science is now sadly in need of funds. He said that no strings were attached to the offer, but that it would be used to further medical and chemical investigations in the German laboratories. The gift of 2,000,000 marks amounts to 100,000 yen gold.

THE BANK OF ENGLAND.

TO HAVE A NEW HOME!

A New York paper says: News from abroad that the famous cornerstone of British finance, the Bank of England, which has clung to many of its ultra-conservative practices for many years is to replace its present home with a modern banking building comes as a distinct shock to those who have visited the institution, where even to-day the messengers are attired in salmon-coloured, swallow-tailed coats, scarlet waistcoats, black trousers and high silk hats. But the cable advises state that the solid and massive structure which houses the bank and has been its home for generations, is to go, and the inference is that other reforms may follow.

LANCASHIRE'S HUGE DIVIDENDS.

An American Commerce Report states that exceptionally large dividends have been declared by cotton mills in the Oldham district. It is understood that the Empire Mill, at Heyside, is paying a dividend of 15s. per share, which is equal to 120 per cent. per annum, and that the Bell Spinning Co. has declared a dividend of 10s. per share, and a bonus of 5s. per share, which together represent a return of 63 1/3 per cent. per annum. It is also reported that the directors of the Palm Mill, Oldham, have declared a three months dividend of 10s. per share, which is equivalent to 80 per cent. per annum, while the Neva Spinning Co., Middleton Junction, will pay 10s. per share, a dividend representing 200 per cent. per annum. It has been announced that the Government proposes to tax the profits made by the promoters of the various reorganizations of cotton mills which took place during the recent cotton-mill boom in Lancashire, when so many mills changed hands through recapitalization and re-floating. The Revenue Department rules that these men were carrying on the business of company promoters and as such are subject to the excess-profits duty.

WESTMINSTER ABBEY.

Grey Abbey, Time shall never thee dethrone From thy age-hallowed shrine in England's heart. Which holds thee as a holy thing apart; A sacrament, not to this Isle alone, But to our world-strewn kin, bone of our bone, Flesh of our flesh, who claim in thee their part. To them, to us, to all the world, thou art The history of England writ in stone. Since first within thy walls was crowned a king, A thousand years have reeled into the abyss Of time; shift, arch and vault still soar o'erhead. In exquisite dim Gothic grace—"a thing" "Of beauty" art thou—yet far more than this— The resting place of England's mighty dead— Walter R. Maxing in *The Times*.

BRITAIN AND GERMANY IN ASIA.

REMINISCENCES OF SIR VALENTINE CHIROL.

In a couple of articles in *The Times*, Sir Valentine Chirol treats of the Kaiser's attempt at an Anglo-German agreement and the backing of the idea by Prince Bulow. It was incidentally sought to prove how difficult a man Lord Salisbury was—because he would not fall into line with German views! Sir Valentine records interviews he had in Berlin with the Chancellor, and says:

Prince Bulow went on to illustrate the difficulties which he himself had encountered in dealing with Lord Salisbury by relating to me in his own fashion various recent passages of arms between the German and British Governments, notably over the Anglo-German Agreement of 1900, with regard to China, which, according to Lord Salisbury, applied to Manchuria as well as to the Yangtze Valley, whereas the Germans, who were anxious not to fall out with Russia, declared that it had never been meant to apply to Manchuria, but only or mainly to the Yangtze Valley. Prince Bulow was very emphatic on this point, and even ventured to assert that Lord Salisbury had all along been aware of and a consenting party to German public opinion, had not been embodied in the official agreement.

Prince Bulow outlined the general terms of a defensive alliance as he conceived it. Neither in Europe nor in Africa nor in America nor in the Pacific was there any need to discriminate between the several interests of the two countries. Both might well be content with the maintenance of the *status quo*. In Asia he hinted that the situation was somewhat different, not that their interests really clashed, but were on such vastly different planes of importance that Germany would hardly be expected to make herself jointly responsible for England's vast dependencies in a continent in which Germany had acquired but the barest foothold by the lease of Kiaochow from China, nor could he conceal from me that Germany could not afford to compromise her own relations with Russia. Indeed, Anglo-Russian antagonism in Asia might defeat the very purpose of peaceful co-existence which an Anglo-German alliance could alone have by rendering it a *priori* suspect in the eyes of Russia. Fortunately there was every reason to believe that Japan, whose interests were in the main identical with those of England, was in a position and would be fully disposed to provide the substantial guarantee for the maintenance of the *status quo* in Asia which an alliance between Great Britain and Japan, which Germany would view with the utmost favour as a complement to an Anglo-German alliance, would round off the world-wide circle of peace insurance which he contemplated.

The exclusion of Asia from the scope of the proposed Anglo-German alliance seemed to me a fatal bar, as it made the bargain a very one-sided one in Germany's favour, but the Imperial Chancellor was not to be moved, and laid renewed stress on the countervailing advantages for Great Britain of a concurrent alliance with Japan. The latter I admitted, but I could not dissuade my surprise to hear the Imperial Chancellor recommend it as the German Emperor had so frequently and publicly manifested his dislike and distrust of the yellow race, which he had himself pilloried in a cartoon drawn by his own hand. The Chancellor merely remarked, with a shrug of his shoulders, that his Imperial master, though impulsive and sentimental, always ended by listening to reason.

PROFITEERING IN EXCELSIS.

Apologies of the frequent charges of profiteering which are brought against the proprietors of hotels in India at the present time the following story, if not strictly authentic, is at any rate amusing (says *The Times of India*).

It is related that a new arrival put up at a well-known Bombay hotel and not being versed in the amenities of life in India, he was astonished, on waking up one morning, to see a lizard crawling about the walls of his room. Ignorant of the fact that the reptile was harmless and was performing the useful function of a flycatcher he penned this epistle to the manager—

Dear Sir:—During my stay in your hotel I have had reason to make several complaints to you in regard to the manner in which the hotel is conducted. I have now to inform you that there is a live lizard at large in my room!! Please give this matter your immediate attention. Yours faithfully, etc.

THE REPLY.

In due course he received a reply which ran thus:—

Dear Sir:—I beg to acknowledge receipt of your letter of instant date and thank you for calling my attention to the matter of your room lizard. I regret that the item was omitted from your last weekly account and beg to enclose herewith special account for Rs. 1 which represents our weekly charge for the service of the lizard. An early settlement will oblige. Yours faithfully,

Manager.

CEYLON EXPORT DUTY.

The London correspondent of the *Times* of Ceylon writes that at the Ceylon Association meeting the following resolution was passed unanimously: "It is resolved that it is incumbent upon all proprietors to take steps at once to reduce their production in view of the present low price of Ceylon tea in London which is far below the cost, and the continuance of which conditions must inevitably result in disaster. It is resolved further that the Ceylon Chamber of Commerce and the Planters Association, be requested to approach Government with a view to the suspension of the export duty on Ceylon tea during the present time of crisis."

The Association unanimously passed a resolution that the tea crop be restricted for 1920 by 10 per cent. and for 1921 by 20 per cent.

AIMS AND IDEALS IN EDUCATION.

LECTURE AT SHANGHAI BY THE HON. BERTRAND RUSSELL.

In a clear and illuminating address given to the Kiangsu Educational Association recently, the Hon. Bertrand Russell, M.A., F.R.S., emphasised the importance of aiming at the production of wisdom by means of true education. Whereas, he said, wisdom is eternal, its application was temporal. This temporal application should seek to make good workmen, good citizens, and good men.

Good workmanship, technique, and business methods were essential to the extraordinarily complex world in which we were living. Therefore technical education—sometimes dull, and often undervalued by Western theorists in the past—was like a ladder essential. The Russian experiment in communism had failed because the idealists were only idealists; they were not at the same time technicians. China must learn the practical processes of Western industry.

As to citizenship, the good citizen must be a good workman. It was nowhere disputed that universal elementary education, including that of women, was essential. The citizen required a wide knowledge of political questions, not of his country alone, but of the world. The citizen too often lacked the moral qualities to balance his intellectual ones. Good knowledge without good will produced war and exploitation of the worst kind. Good will without good knowledge produced chaos. Therefore good knowledge and good will should co-exist in the same mind. For example, geography, languages, world history, and business method were necessary to successful practice, but that practice must be carried out in the right spirit, the spirit of wisdom and goodness.

The Universities of the Western world were teaching wisdom to a small but increasing minority. Thus by History men learned to view their own lives in due proportion, to escape from the prison of the present, to pursue steadfastly what is noble, and to learn that the world survives even such a major cataclysm as the recent war. Physics and Astronomy showed us the littleness of our bodily life in comparison with the universe, and the greatness of the human spirit in seeking to understand that universe. By means of creative Art the human spirit emerged all the greater compared with the smallness of our physical being. The good man was possessed of wisdom, indifferent to fate, superior to time, knew the place of human life in the universe, and viewed all things from an eternal summit. To get wisdom, we must learn the littleness and the greatness of man. Hence we must be practical and of the world, but simultaneously serene and detached.

An education, concluded the lecturer, giving good workmanship, good citizenship, and wisdom, would create a better and a happier world. He was confident that his audience would help to bring about such an educational system in the world.

LABOUR LEADERS

Says the *Saturday Review*:—"The trouble about the leaders of organised Labour is a very old one as old as society itself. The leading trade union officials get paid £600 to £1,000 a year. If they are Members of Parliament, they get another £400 a year, which makes a handsome income for those who began life as manual workers. In addition, several of them are paid for writing articles in the papers, which they sign; if they do not always compose, 'Had I to begin life again,' said old Eddon, 'darn me, I'd begin as an agitator.' Now the comfortable position of these trade union leaders is dependent on their talking revolution to their unionists and compromise to the capitalists. If they ceased to make the shop-stewards and the young hot-heads believe that they were leading them to the subversion of society, out they would go. If they ceased to make capitalists believe that they, the trade union leaders, stood between capital and red ruin, the capitalists would cease to pay them, as in many ways, direct and indirect, they now do."

It is, as we said, an old difficulty. We regard Messrs. Barnes, Henderson, Thomas, Clynes, Brice, Adamson, and others whom we don't know or can't remember, as the Girondists. The Mountain is made up of Messrs. Smilie, Hodges, B. T. Williams, and Bevin. When it comes to business, the Mountain will expel and kill the Girondists; just as in time society will expel and kill the Mountain. Who is the most malignant and dangerous of the Mountain? We think, unquestionably, Mr. Frank Hodges. Mr. Smilie, for all his roughness and bluff talk, is a Scot, with a fast dose of Caledonian caution; he doesn't really want to see the streets, *even of Motherwell*, run with blood. Mr. Williams has a strain of literary taste, even love of poetry, in him; a bit of Camille Desmoulins. Mr. Bevin has a sense of humour, a dash of the genial Danton, with his joy of living. Of such one need not despair; they may be satisfied, or alienated. But Mr. Hodges is one of those to whom "a state of order is a sentence of obscurity. He is the implacable enemy of society, and should be left to the Attorney-General."

TURF FRAUDS.

A London wire of September 28th to *India* states: "One of the most dramatic trials in the history of the turf concluded at the Old Bailey this morning when six men received sentences ranging from three years' penal servitude to binding over for conspiracy to commit frauds in connection with horse racing, for example by substituting a three-year-old Jazz for a two-year-old Coat of Mail in the Faculty Plate at Stockton on October 25th last year. One of the accused, Walter Hopkins, was sentenced to fifteen months' hard labour for attempting to obtain a thousand pounds from Hardy, ex-jockey and buyer of race horses for India, by selling him a horse named Stubble for Coat of Mail."

GOLF NOTES.

[BY ZODIAC.]

The excitement of the qualifying rounds for the Championship is over, and the 16 players, left in the competition proper, are now anxiously awaiting the result of the draw, which takes place next Friday evening, and will be published in the Saturday morning papers. The only surprise of the weekend, was the failure of Messrs. Crew and Davidson, to be amongst the first sixteen, although Mr. "Jock" Forrest gave his supporters a nasty turn when he registered 103 for his morning round. However, his 83 in the afternoon left no doubt as to his qualifying, and assured his old friends that he is still capable of winning the Championship. The scores, with the exception of Mr. T. W. Hill's 83 and 84, which showed steady, if not brilliant golf, did not look well on paper. The only excuse, that could be offered in defence, was the fast nature of the greens, which have completely changed within the last fortnight, with the result that the majority of players suffered from "putting paralysis." The Greens Committee were in no way to blame for the high scores, for the course was in excellent condition.

Talking of putting, I heard a suggestion put forward, during the weekend, that putts should only count as half a stroke. This idea would certainly appeal to the majority of players, for, as the proposer remarked, "my grandmother could probably hole out in two, if she could reach the green, but I'm damned if she could get a putt in two." There is something in what he says, for the best player might easily be beaten by a novice, in a putting competition. I fear, however, that the Rules Committee, of the Royal and Ancient, would turn down such a proposition, with disgust. In future, I will make one stipulation, in all friendly matches, to neither give nor accept the gift of a putt, however short.

The following notice is posted in the ladies' Club-house, at Fanning, regarding the booking of bedrooms. (1) Week-end bookings. A room may only be booked by the members of the Club, and there will be no separate week-end. Should, however, a vacancy occur, within two days of the desired date, an extra week-end booking may be obtained. (2) Monthly bookings. A member or subscriber may book a room, for a stay extending over a whole month, or shorter period, other than an actual week-end, as laid down in Rule (1). Also rooms must be booked through the caretaker's wife, who has charge of the register. Although there has been plenty of vacant accommodation so far, this season, it is almost certain that there will be a rush for accommodation later on, so it is an excellent idea to have a rule that will give everyone an equal chance. At the same time, the rule as it stands does not strike one as being particularly good. For instance, rule (1) might easily be the cause of loss of income to the Club, on account of vacant rooms, which might otherwise have been booked, except for the fact, that the desire of booking them, are prevented from doing so, as they have already booked up two week-ends ahead. Admittedly they could book the room two days before actually requiring it, but one cannot imagine anyone taking the risk of turning down other engagements, on the off chance of getting the room at the last moment. As for rule (2), why not turn the ladies' Club-house into a boarding establishment for stranded couples? No, I think the fairest plan would be, to let no one book a room, for more than one week-end at a time, and that not earlier than the Saturday of the preceding week-end. Also, with the very restricted accommodation, monthly and even weekly bookings, should not be allowed.

For the absolute disregard of the etiquette of golf, I think the following takes some beating. On the new course at Fanning, last Sunday, two ladies drove off from a certain tee; both were standing by their balls, and one was about to play her second, when there was a shout of "fore." On turning round they observed three men on the tee, they had just left, preparing to drive. Without any further signal or warning, they drove off, and walked past the ladies, (who unfortunately when they saw what was happening stood still), without any explanation or even a thank you! I only hope that one day these three "gentlemen" will try on this game with me, and they will hear a good deal more about themselves than they will care to.

For the Bogeys put during the week-end 18-19, 19-20, were taken, and only 10 were returned, the lowest being 6 down. There was only one good return, and that, by Mr. T. R. Chassels, who was 1 up.

As a last reminder, the entries for the Governor's Shield, close on 29th inst., so intending competitors, who have not already entered their names, should do so without further delay. Lists are to be found in the Hongkong Club and all the Golf Club houses.

Mr. P. P. J. Wodehouse has kindly presented another cup this year, for competition amongst the ladies. The conditions of play are left to the Ladies Committee to decide. It will presumably be the same as last year, match play, by four ball foursomes over 18 holes. The only restriction laid down by the Club Committee is, that no matches must be played on Wednesdays, Saturdays or Sundays.

I understand that the annual general meeting of the R.H.K.G.C. will be held after the Interport Cricket match, about the end of November.

A large python, rumoured to be anything from 10 to 20 feet, took up its position outside the caddy master's shop, at Fanning on Saturday. It has not yet been definitely ascertained, whether it was specially employed by the caddy master, to keep the caddies in their compound or not.

SPORTS.

CRICKET.

INTERPORT TRIAL.

There will be a practice game on the Hongkong Club ground on Wednesday next 27th October, at 2.15 p.m. for which the following have been selected:—R. Hancock, T. E. Pearce, Major Bagnall, G. R. Sayer, R. L. D. Wodehouse, C. Blaker, E. B. Reed, Capt. Davies, Capt. Oliver, Lieut. Franks, Lieut. Graham, Major Edwards, R. E. O. Bird, F. H. Farthing, F. J. de Rome, A. E. Wood, Capt. Gray, A. J. Alexander, W. C. D. Turner, and the Rev. Mr. Purcell.

SINGAPORE TEAM.

Mr. L. S. Greenhill, Hon. Secretary of the Hongkong Cricket Club, informs us that the following team has been selected to represent Singapore in the triangular inter-port tournament, commencing Nov. 28th:—
F. H. J. Caryl, Singapore.
A. A. Claxton, Singapore.
N. Greiner, Penang.
N. A. M. Griffin, Singapore.
Major F. H. Gunner, Singapore.
Dr. H. P. Hennessy, Selangor.
A. E. Holmes Brown, Selangor.
Dr. W. W. Martin, Penang.
H. O. Mitchell, Singapore.
V. E. H. Rhodes, Selangor.
E. J. Riches, Singapore.
L. A. Tucker, Selangor.
The team is accompanied by Mr. V. J. Coleman as scorer and Mr. T. P. Halliwell as umpire.

HONGKONG C.C. "A" v. C.R.C. "A".

The following are the scores in the above match, played on Saturday:—

H.K.C.C. 2ND XI.				
L. M. Whyte, run out	12			
J. D. Humphreys, c. Lai Kuen	49			
Yow	0			
W. D. Wilson, b. Lai Kuen	0			
R. A. Green, b. Yow	23			
H. A. Sawyer, b. Yow	0			
H. E. Hollands, run out	10			
L. D. Nicholl, not out	30			
J. C. Fletcher, not out	47			
Extras	14			
Total (for 6 wickets, declared)	178			

L. J. Davies, E. Grimbale, and B. O. Blaker did not bat.

Bowling Analysis:				
Wong Po Keung	8	0	55	0
Lai Kuen	10	0	45	1
Wong Sik Chung	4	0	12	0
Yew Man Hon	8	0	27	3
Lo Man Pan	4	0	29	0

C.R.C. 2ND XI.				
Lo Man Pan, c. Blaker, b. Fletcher	18			
Wong Po Keung, c. Blaker, b. Wilson	0			
Yung Hin Lun, c. and b. Sawyer	18			
Yew Man Hon, c. Blaker, b. Fletcher	38			
Lai Kuen, not out	27			
Chan Ting Sung, b. Wilson	15			
Wan Yu Shing, b. McNicoll	0			
Lee Hon Choo, run out	2			
Wu Pak Fuk, not out	10			
Extras	3			
Total (for 7 wickets)	132			

Wong Sik Chung and Cheung Wing Kui did not bat.

Bowling Analysis:				
Wilson	7.5	3	11	3
Sawyer	4	0	34	1
Fletcher	8	1	44	2
Hollands	3	0	12	0
McNicol	6	1	14	1
Humphreys	3	0	14	0

SHANGHAI TENNIS CHAMPIONSHIP.

The lawn tennis singles championship at Shanghai has been won by Mr. W. S. A. Potts, in convincing style—6-4, 6-4, 6-2. His opponent was Mr. J. Tanaka who won the championship in 1918 and 1919.

HONGKONG POLICE RIFLE CLUB.

PRACTICE SHOOT.

The Police held a practice shoot at King's Park, Range, Kowloon, on Sunday, to select a team to represent the Hongkong Police Rifle Club in the forthcoming Rifle League.

Sub-Inspector McN. Wilson, M.C., and Sub-Inspector Becker shot well at the 200, 500 and 600 yard ranges, scoring 128 out of a possible 150.

Sub-Inspector Evans was also in good form, in which he scored ten "bulls" out of ten.

The Police seem to possess a team that should give a good account of itself in the League matches.

ORGAN RECITAL.

Mr. Denman Fuller gave his organ recital last evening under exceedingly difficult conditions. The sudden dryness of the last few days has played havoc with the Cathedral organ, and, although every possible precaution to cope with it had been taken, one of the heavy pressure reservoirs split from end to end yesterday, and leaks developed at once in the whole of the wind system, so that it was impossible to get enough wind to use the instrument to any extent. A large section of the organ had at once to be opened up and the defective parts leathered, repaired and screwed before the instrument could be used at all. This work was only finished an hour or so before the recital, and Mr. Denman Fuller had to play a heavy programme physically fatigued and without having had any chance of playing through beforehand. In spite, however, of these handicaps, the recital was a success.

FOOTBALL.

"AMBROSE" CUP FINAL.

The replay for the Ambrose Cup between the Ambrose Stokers and Submarine L.F. took place at the Valley yesterday before a large crowd of Navy men.

The Stokers kicked off. Tilford on the right for L.F. soon tested Stenbury, the goalie catching the ball and throwing to touch. Sargent received and sent in a long shot. The back cleared and May hooked a shot over his head that just missed. Sargent sent in again, the goalie clearing. The Stokers came away and Edgcombe sent behind. Each goal was visited and Harwood forced a corner and Pauline cleared from the kick. Stokers returned and forced another corner, Sargent clearing. Hannaford received and went away but shot over the bar. L.F. got going on the left and Beardsall tested Stenbury, who caught the ball and throw out to Collins, the latter passing to Downs, who sent in a low shot that missed by inches. L.F. returned to the other end and Beardsall beating Boylin, scored at close range. From the kick-off, L.F. pressed and May kicked over the top from close in. The Stokers visited the other end and Woodruffe kicked into touch. After some desperate efforts on both sides to score L.F. succeeded. Beardsall again scoring.

From the re-start the Stokers went away and had hard luck in not scoring. Mid-field play followed until Downs gained possession and by very pretty play worked his way towards L.F.'s goal end, when, tackled by Pauline, passed out to Harwood who sent behind. L.F. visited the other end but off-side brought relief for the Stokers. Boylin sent Downs away, the latter passing forward for Hannaford but, Holland ran out of goal and cleared. The referee then had to caution Scawn, who deliberately kicked Tilford. From the free kick, Tilford sent behind when favourably placed. The Stokers took up the running and Hannaford receiving sent wide of the post. Wing-dong play followed and a great struggle for possession between Sargent and Hannaford ended in Sargent gaining possession and passing out to Tilford who beat Scawn, the latter running after Tilford kicked him wilfully. The referee stopped the game and ordered Scawn off the field. The Stokers were now handicapped, playing only 10 men. Edgcombe, who fell back to left half, in attempting to stop a shot from Milton, handled in the penalty area and Lehaue, taking the kick, made no mistake and put L.F. 3 goals up.

The final whistle blew with the Submarine winners by three goals to nil.

Lieut. Thornton, R.G.A. was the referee and the game was 45 minutes each way. Capt. Turner, R.N., D.S.O., H.M.S. Ambrose, presented the Cup to Sargent at the close of the game and congratulated the Stokers on the game they had played. He shook hands with Sargent and Downs and thanked Mr. Birkedaw for the arrangements made for the final tie. Sargent called for 3 cheers for the Stokers which were heartily given and the Stokers returned the compliment to L.F., the spectators joining in.

A meeting of the U.S. League will be held in the R.G.A. Rec. Room, Victoria Barracks, at 5.30 this evening.

TWO BOYS WHIPPED FOR STEALING FISH.

Two Chinese boys were charged before Mr. N. L. Smith, with the theft of a basket of fish, the property of a fishmonger.

The Police said that while the complainant was engaged in purchasing a ticket at the Mongkok ferry wharf on Sunday, the defendants sneaked up and stole the basket of fish which was placed on the wharf by the complainant's aide. The defendants took the fish to the Western market where they were in the act of dividing the spoils when they were arrested by a detective who had been sent out to make enquiries as soon as the fishmonger had reported the theft to the Police.

Sentences of 14 days' hard labour and 8 strokes with the rattan each were passed.

HONGKONG VOLUNTEER DEFENCE CORPS.

ADMINISTRATIVE ORDERS BY LIEUT.-COL. L. G. BIRD, D.S.O., ADMINISTRATIVE COMMANDANT.

Monday, October 25th. PROMOTION.

No. 179 Private S. E. Grimstone, Mounted Infantry Section, is promoted Sergeant, with effect from October 1st, 1920.

G. F. E. RAPSON, Bt-Major, Adjutant, H.Y.D.O.

NOTICES.

1.—There will be a meeting of all Officers and N.C.O.s, at Headquarters on Tuesday, October 26th, at 6 p.m.
2.—A meeting will also be held at Headquarters on Wednesday, October 27th, at 6 p.m., to discuss formation of a Football team. All interested in Football are requested to attend.
G. F. E. RAPSON, Bt-Major, Adjutant, H.Y.D.O.
Hongkong, October 25th, 1920.

RUGBY FOOTBALL.

ARMY BEATS "TAMAR."

The Army beat the Tamar in convincing fashion yesterday, by sixteen points to nil in a rugby football match played at Happy Valley.

The Tamar was able to play only fourteen men and both their attack and defence were poor. The Army, on the other hand, had a well-balanced team, aggressive in attack and stubborn in defence, with a fast set of three-quarters who simply ran over the Tamar team.

From commencement of play the Army pressed, and but for spasmodic attempts by the Tamar three-quarters the oval was nearly always in Navy territory. Captain Tomory scored one try, Lt. Emerson two tries and Lt. Mortimer one try. Captain Murray converted two of the tries, the army leaving winners by two goals and two tries, sixteen points.

For the army Capt. Tomory and Murray and Lt. Mortimer put in some excellent work in the three-quarter line, being continually fed by Lt. Emerson and Lt. Davies. Lt. Emerson was the best player on the field, and came in for frequent applause by his brilliant play. Of the forward line J. Ralston, who took the place of Lt. Dodginton, Lt. Morton, Capt. Bristow and Lt. Sergeant worked hard. The army back, Pte. Phillips, had very little work to do.

For the Navy, Lt. McNair and Anderson were very good in the three-quarter line, and the same can be said of Lt. Beech and Lt. Cappel, the two halves. The forward line was not very strong, the best being Lt. Cdr. Bennett, Lt. Callahan, Rosser and Gunn. Callahan, at back, had a difficult time as he did not have much assistance from his side.

The teams were:—
Army:—Pte. Phillips, Wiltz Regt., three quarters; Captain Tomory, R.A.M.C., Captain Murray, I.M.S., (Captain), Lt. Mortimer, Wiltz Regt., Lt. Mockridge, R.G.A.; half backs: Lt. Emerson, aid; 3/22 Punjabis, Lt. Davies, R.G.A.; Forwards: J. Ralston, Wiltz, Lt. Sergeant, Wiltz, Capt. Dodginton, R.E., Lt. Morton, 2/22 Punjabis; Captain Bristow, R.G.A.; Captain Hewitt, R.G.A., Lt. Bingham, R.G.A., and a sergeant of the Wiltz.

Navy:—Back: Chilcott; Three-quarters: Holman, Lt. Hunt, Lt. McNair, Anderson; Half backs: Lt. Beech, and Lt. Cappel; Forwards: Lt. Ansell, Lt. Callahan, Lt. Wilson, Sub-Lieut. Thynne, Rosser, Gunn, Lt. Cdr. Bennett.

TAKOO BOWLING CLUB. SATURDAY'S FUNCTION.

The closing of the Takoo Bowling Green took place on Saturday, when the members were "at home" to the other Clubs. The green was gaily decorated with flags, and a large gathering of interested spectators was present. After several rinks had been played, Mr. McLachlan called upon Mrs. D. Templeton to present the prizes. Mrs. Templeton was the recipient of a bouquet in a silver vase.

The Club Championship Cup, presented by Mr. G. T. Edkins, was won by Mr. James Sloan. Mr. Neil Drummond was second and Mr. J. Muirhead third.

Single Handicap, prize presented by Mr. D. Templeton: 1st, John Sloan; 2nd, T. Grimshaw; 3rd, J. MacLachlan.

Single Handicap, prize presented by Mr. J. Dalziel: 1st, James Sloan; 2nd, B. Young; 3rd, D. Morrison.

Pairs Competition, prize presented by Mr. J. W. Paton: 1st, J. MacLachlan and G. McLeod; 2nd, N. Drummond and S. Amery.

Rink Competition, prize presented by Mr. K. E. Greig: 1st, T. Grimshaw, M. O'Brien, C. Dickens, C. Young; 2nd, D. Morrison, W. Weir, R. Duncan, A. Holland.

Spoon Competition results:—
First rink: J. MacLachlan, James Sloan, O'Brien and Weir. Second rink: Hamilton, Morrison, J. Sloan and T. Young; Third rink: Pugh, Jones, Scombe, Foulds and Blake; Fourth rink: Holland, Brind and Bines; Fifth rink: Dickens, Dixon and Greig.

WOMAN WITH A REVOLVER. FOUND IN HER CABIN.

A Chinese woman was, yesterday, charged before Mr. N. L. Smith with the unlawful possession of a revolver and 30 rounds of ammunition.

A Chinese detective said that he went on board the s.s. Kwong on Sunday to search for contraband. As he entered the defendant's cabin, he saw her trying to conceal the revolver by tying it to her thigh with a piece of cloth. He arrested her. A search of the cabin resulted in the ammunition being found under the couch.

The woman admitted possession of the contraband, but pleaded ignorance. The Magistrate remarked that it was obviously a case of a passenger passing through the Colony, and it was evident that the contraband was not intended for smuggling into Hongkong. He imposed a fine of \$25, and ordered the confiscation of the revolver and ammunition.

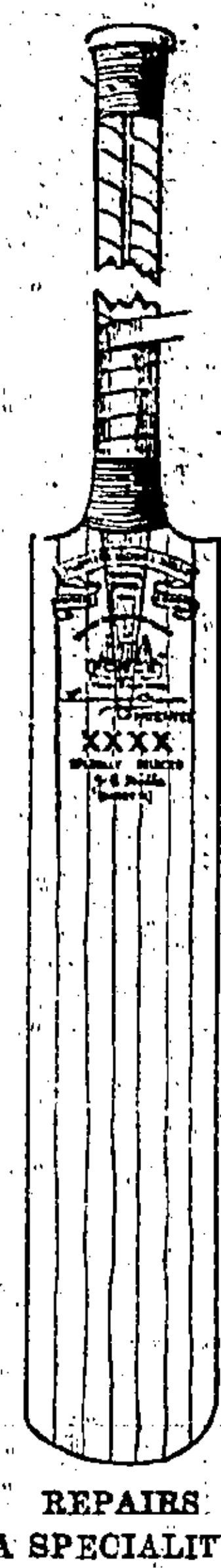
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WOLVERHAMPTON.

These well-known TEMPERA PAINTS are remarkably suitable for the interior decoration of any building.

They are also washable in a few weeks after application. Shade books of colours kept in stock can be obtained from the SOLE AGENTS for HONGKONG and SOUTH CHINA.

LANE, CRAWFORD & CO.
HONGKONG.

JUST RECEIVED

BROADWOOD
PIANOS

Specially made for this climate.

The Anderson Music Co., Ltd.

Powell Ltd.
TELEPHONE 374FOOTWEAR THAT TREADS
IN THE
FOOTSTEPS OF FASHION.

FOR

WALKING

GOLFING

SHOOTING

BUSINESS.

DAY AND EVENING WEAR.

AGENTS FOR

"KELTIC" AND "SAXONE"



NEW ADVERTISEMENTS

STEAMERS FOR SALE

UNDER instructions received from THE MINISTRY OF SHIPPING, LONDON OFFERS ARE INVITED FOR THE PURCHASE OF THE FOLLOWING ENEMY STEAMERS—

Name of Steamer	Tonnage	Net Tonnage	Build
CHOW FA	1648	1055	1888
MANILA	1700	1100	1904
KWONG ENG	1650	969	1907
WONG KOI	1777	1115	1906
TEO PAO	1553	972	1907

Terms of sale and full particulars may be ascertained on application to and permits for inspection will be issued by Messrs. BULLOCK, BROTHERS & Co., Singapore; Messrs. BULLOCK, BROTHERS & Co., Ltd., Rangoon; Messrs. MACKENZIE & Co., Hongkong, and the undersigned.

Sealed Tenders should be lodged with Messrs. MACKENZIE & Co. at Calcutta. The Tenders which must be in Sterling, will be opened at Calcutta on WEDNESDAY, the 27th DECEMBER, 1920, and must be valid for 14 days after that date.

MACKENZIE & CO.
16, Strand Road, CALCUTTA.

LADIES' NEWS.

WE are exhibiting from WEDNESDAY, OCTOBER 27th, an exquisite collection of LATEST STYLE Dresses, Cloaks and diverse Ladies' fashions, which are incomparable. An early visit will give YOU the opportunity to see everything and get the best choice. As the Exhibition will only last one week, it will be advisable for YOU to give us a call as soon as possible.

KOMOR & KOMOR,
Alexandra Buildings,
[1880]

NOTICE TO CONSIGNEES.

SS. "DOYLESTOWN" VOY. 6-OUT.
FROM SHANGHAI via SWATOW.

THE above-mentioned vessel having arrived from the above-named ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from the ship, and all Cargo, impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees are also hereby informed that the above-mentioned steamer has brought forward Cargo of SS. "EASTMAN EXPORTER".

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be counter-signed.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on November 1st, at 10 A.M.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after November 2nd, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,
As Operators, U.S. Shipping Board,
Hongkong, October 25th, 1920. [1882]

SS. "CORDILLERE"

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.

CONSIGNEES of Cargo from MARSEILLE in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risk, into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be counter-signed by the Undersigned. Goods remaining undelivered after Oct. 31st, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before Nov. 3rd, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on MONDAY, Nov. 1st, at 10 A.M.

No Fire Insurance has been effected.

E. EODENFUSER,
Acting Agent,
Hongkong, October 25th, 1920. [1883]

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS Etc

THE Steamship

"VOGTLAND"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Goods not cleared by Nov. 2nd, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Nov. 2nd, 1920, at 10 A.M.

Claims against the Steamer must be presented within 90 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us any case whatever.

Bills of Lading will be counter-signed by JARDINE, MATHESON & Co., Ltd.,
Hongkong, October 25th, 1920. [1884]

NEW ADVERTISEMENTS

KOWLOON-CANTON RAILWAY.

(BRITISH SECTION).

NOTICE.

Public is notified that until further notice on account of the present unsettled conditions at Canton the Through Train Service is suspended from this date, and ADDITIONAL LOCAL TRAINS will run as follows—

Last Ferry leaves Hongkong dep. 8.45 a.m.	Sham Chun dep. 10.19 a.m.
Kowloon dep. 8.56	Shung Shui arr. 10.24
Yau Ma Tei dep. 9.05	dep. 10.33
Shatin dep. 9.14	Fanling arr. 10.38
dep. 9.15	dep. 10.39
Taipo dep. 9.27	Taipo arr. 10.38
dep. 9.28	Market dep. 10.40
Taipo dep. 9.30	Taipo arr. 10.42
Market dep. 9.32	dep. 10.43
Fanling dep. 9.40	Shatin arr. 10.55
dep. 9.41	dep. 10.56
Shung Shui dep. 9.43	Yau Ma Tei arr. 11.05
Shui dep. 9.45	dep. 11.07
Shum Chun arr. 9.50	Kowloon arr. 11.12

By Order,
H. P. WINSLOW,
Manager.
Kowloon, October 26th, 1920. [1883]

O.S.S. CO., LTD. AND C.M.S.N. CO., LTD.

LAERTES' FROM UNITED KINGDOM.

NOTICE IS HEREBY GIVEN that a delivery order on Holt's Wharf in name of Messrs. GANES PAICE & CO., LTD., for

H P

100 cases Whisky

and 75 Hgls. Ale.

having been declared to have been lost, same is hereby declared null and void. In the absence of any other application, a duplicate delivery order will be issued to Messrs. Ganes Paice & Co., Ltd., at the expiry of seven days.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 26th, 1920. [1885]

TO LET.

WITH immediate possession. Excellent FURNISHED FLAT Three Rooms, Queen's Road Central.

Apply—
FERGUSON SMITH & FLEMING,
5, Queen's Road Central.
[1881]

OLD ALLEYNIAN DINNER.

IT is proposed to hold a DINNER on SATURDAY, the 29th of NOVEMBER, 1920. Will all Old Alleynians wishing to attend, send in their Names to the undersigned as soon as possible.

It is hoped that all "Old Alleynians" both in Hongkong and Canton will participate. Time and place will be notified later.

H. L. DENNIS,
Hon. Secretary,
OLD ALLEYNIAN SOCIETY.
[1873]

ROYAL HONGKONG YACHT CLUB.

NOTICE TO YACHT-OWNERS

YACHT-OWNERS are requested to submit the Names of their Yachts to the undersigned for the purpose of registration and classification not later than OCTOBER 31st.

D. K. BLAIR,
Lows, BINGER & MATTHEWS,
Hongkong, October 26th, 1920. [1882]

NOTICE.

THE BRITISH COMMONWEALTH INSURANCE CO., LTD.

(Incorporated in England).

HAVING been appointed FIRE AGENTS in Hongkong, Canton, Macao and Swatow by the above-named Company we are prepared to issue Policies at current rates.

UNION TRADING CO.
Prince's Buildings,
Hongkong, October 25th, 1920. [1871]

NOTICE.

THE PUBLIC are hereby WARNED against dealing in the under-noted scrip for SHARES in the under-noted Companies, the Securities of which have been notified against certain irregularities that have arisen in connection therewith.

The said Shares are the property of the undersigned and any person or persons having come into possession thereof are requested to communicate with him forthwith.

Particulars and Numbers of HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY SHARES stolen—

Script No. Numbers. Holder's Name.

7017 50 28301/28350 O. P. Chatter

7680 50 37084/37133 M. B. Sampson

8388 100 42889/42968 M. Chak Yuen

6910 25 1281/75. 1282/62 B. Fenwick

7754 50 84757/8585 Fenwick

8411 50 71841/845 E. Mitchell

6605 15 44670/684 Mrs. E. O. Champarnow

7729 4 68739/68742 P. F. H. Hodges & A. F. Harris

7755 50 64768/774 H. H. Fenwick

H. K. & WHAMPOA CO. 100 SHARES

Script No. 7425. L. Koon Hang 9008/27

5801/25. 37683/7. 38367/81. 28905/32019

40719/717.

(Signed) FRED ELLIS,
c/o FERN RIZZ & Co.
Hongkong, September 25th, 1920. [1838]

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of

£100 FOR THREE INSERTIONS if they do not exceed 25 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requesting their advertisements under this heading must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for

Boxes P, Q, AD, AP, AW, BF, BH.

WANTED—Position by a YOUNG MAN with good knowledge of English holds miscellaneous certificate and has had business training. Apply to Box B1, Daily Press Office.

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HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.

THE CERTIFICATE dated 15th January 1919, for Straits, £1,738.31 (Straits Dollars One Thousand Seven Hundred and Thirty-eight and cents Eighty-one), invested in War Loans Investment Trust of Malaya issued in the name of Mr. THOS. SHARRS has been LOST, and if at the expiration of one month from date hereof the above Document be not forthcoming, the said Certificate will be deemed cancelled and of no effect.

UNION INSURANCE SOCIETY OF CANTON, LTD.

Honorary Secretaries and Treasurers,
C. MONTAGUE EDE,
General Manager,
Hongkong, October 13th, 1920. [1822]

NEW 6% FRENCH GOVERNMENT LOAN.

IN BONDS of £100 each issued at par. Interest payable twice yearly, on June 15th and December 15th.

First coupon due on June 15th, 1921. Applications will be received from October 26th, up to November 5th by the—

RUSSO-ASLATIO BANK,
R. RODGERS,
Manager,
Hongkong, October 15th, 1920. [1833]

NEW FRENCH GOVERNMENT LOAN 6%.

Not Redeemable
PRICE OF ISSUE 100 FRANCS.

INTEREST payable twice a year on 16th June and 16th December; first semi-annual interest to be paid on 16th June, 1921.

Applications will be received by the BANQUE DE L'INDO-CHINE from the 26th October, up to the 25th November next.

BANQUE DE L'INDO-CHINE,
L. BERNARDIN,
Manager,
Hongkong, October 14th, 1920. [1839]

BANQUE INDUSTRIELLE DE CHINE

(A FRENCH BANK).

CAPITAL PAID-UP AND SURPLUS
Fr. 105,000,000.00

The organization of the Bank enables it to open CURRENT ACCOUNTS and to accept

1000 DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted.

AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars:—
HONGKONG BRANCH,
Queen's Building, 5, Chater Rd
[1888]

FOR SALE.

DODGE MOTOR CAR 5 Seater in first-class order Price, £1,800.

Apply—
G. H. WILSON,
14, Beaconsfield Arcade.
[1847]

FOR SALE.

TWO LANGSHIRE BOILERS, length 23 feet, diameter 8 feet, diameter of furnaces (two) 8 feet. Working pressure 100 lbs. per sq. inch. Constructed by Messrs. LINDSAY, BURNETT & Co., Glasgow, in good order and condition. Complete set of fittings with each boiler.

Apply—
BUTTERFIELD & SWIRE,
Hongkong. [114]

PALACE HOTEL, KOWLOON

Corner of Haiphong & Hankow Roads

Two Minutes from Ferry and Railway Station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

On-site under personal supervision of the Proprietor.

BAR and BILLIARD ROOMS, TERMS MODERATE.

Special Arrangements for Families on Application to—

J. H. O'BERRY,
Proprietor.

77

INTIMATION

its high standard of quality

has made, and maintains, its

great reputation.

WATSON'S

E

WHISKY

Is the same to-day as 40

years ago—mellow with good

old age—fine bouquet and

flavour.

A. S. WATSON &

CO., LTD.,

WINE AND SPIRIT MERCHANTS.

TELEPHONE 616

[11]

BIRTHS.

BILLS.—At Shanghai, on October 18th, to Mr. and Mrs. FREDERICK P. BILLS, a daughter.

DOWLER.—At Shanghai, on October 20th, to Mr. and Mrs. EDGAR H. DOWLER, a son.

GUTTRIDGE.—At Taipei, Formosa, on October 23rd, to Mr. and Mrs. G. W. GUTTRIDGE, a daughter. North China and Japan papers please copy. [1876]

HEAD.—At Shanghai, on October 19th, to Mr. and Mrs. ARBA J. HEAD, a daughter.

KIRBY.—At Shanghai, on October 18th, to Mr. and Mrs. BOYD F. KIRBY, a daughter.

RICHHELMANN.—At Amsterdam, on September 1st, to Mr. and Mrs. D. RICHHELMANN, a daughter. [1878]

WALLACE.—At Shanghai, on October 20th, to Mr. and Mrs. W. G. WALLACE, a son.

MARRIAGE.

MANGOLD.—At Hongkong, on October 13th, ALBERT H. MANGOLD, of Twickenham, Middlesex, England, to JEAN ELIZABETH ASHTON, of Woodlawn, Sydney, N.S.W. [1888]

ROSSER.—At St. John's Cathedral, Hongkong, on October 25th, by the Rev. E. W. L. Martin, ALFRED JAMES WILKES ROSSER, only son of Mr. A. W. ROSSER, of Wimbledon, to JEANETTE, eldest daughter of Mr. and Mrs. J. T. Williams, of Peterchurch, Hereford. [1877]

HONGKONG OFFICE: 10A, DES VOGES RD. C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG OCTOBER 26TH, 1920

STRIKING AT NATIONAL PROSPERITY.

THAT is what the miners' strike in Great Britain means. It is a deadly blow, and even if the strike of the miners, which has been in progress now just a week, were to end to-day, the cost to the nation, and to other nations which in their extremity as a result of the war are relying on British exports to a large extent, would make an astonishing total, if it could be computed, in treasure and in human misery. Let us hope it can be said that the indefinite postponement of the proposed sympathetic strike of the railwaymen has been prompted by a realization of the enormous extent to which the dictators of such a strike would add to the sum of human misery and want. It is impossible for the strike leaders to disguise the fact that this is not a plain issue between Capital and Labour, or as

one of the Cabinet Ministers put it some time ago "between the grasping employer and the oppressed operative." The issue is political, and the alarming fact is that the power to decide upon action to enforce the policy of the dictators rests with armies of workmen—a large percentage of them boys—with no political education whatever. They vote for a strike because they are told that it will mean an increase of pay, and they are instructed by their leaders that the capitalists are powerless to resist so long as there is unanimity among the workmen in pressing their claim. Let us look for a moment at the two sides to the case for increase of pay—for there are two pictures, even though one may be but a caricature. The Hon. Mr. A. L. RUSSELL, M.P., President of the Board of Education, has very concisely stated the case against the miners' claims in these terms:

Already the miners' pay has been increased by a figure which exceeds the rise of the cost of living and brings it well in advance of the remuneration received in most other industries, and this in spite of the fact that the miners' day has been reduced from eight to seven hours. And now though all these benefits have been secured, though the average annual earnings of all classes of the industry (including boys) have risen from £28 in 1913 to £320 in 1920 and though the output of the mines is down by 5 million tons with nearly a hundred thousand more men in the industry.

Upon what is this claim grounded? Upon the assumed justice of the proposition that the profits of the coal trade should be divided between the consumers of coal and those who have the labour of bringing it to the surface.

To this Government in effect reply that there is such a thing as the nation, and that they propose to use the sum in dispute (which is an estimate and an estimate only of the profits on exported coal at the end of the year) for the general benefit of the nation.

These profits, now estimated at 66 millions, are not in any way due to the miner or the coal owner; they are the result of the exceptional demand for British coal in foreign markets, and should be appropriated like the excess profits in other branches of industry by the Exchequer for the relief of the general taxpayer.

We do not see why the consumer of coal should claim any part of this fund, seeing that he pays no more than the economic price of coal, and that, but for Government control, he would be compelled to pay the far higher prices which prevail in the world market.

What is the reply to this? Let us give it from a private letter recently received, which gives us the views of a mining engineer in South Wales who, though occupying an official position is represented as "very much in sympathy with the men's claims though admitting the seriousness of any one section of the community seeking to usurp the functions of Parliament."

The lowered output of the mines he attributes to three causes: (1) the reduced efficiency of the staff of the mines owing to the loss of skilled men in the early days of the war and their replacement by less experienced men; (2) the difficulty of obtaining railway trucks as a result of the war, which often makes it impossible for the men to work a full week, as it is uneconomical to turn out more coal than can be tipped direct into railway waggons and carried away; and (3) the carrying on of development work in the mines which is intended by the owners to bear fruit when the Government control is removed.

The London Daily Telegraph, which is against the men, puts their average wages at 8s. a week, which does not seem excessive for the dangerous and unpleasant nature of their calling in these days when London road-sweepers get 24 a week. Of London road-sweepers get 24 a week. Of course, a few very experienced miners can make 220 a week—when they work a full week, but it is said that they are rarely able to do this, as apart from the shortage of trucks at the present time, there are always occasions when the management have to forbid the men to go down the pits because they are too full of gas to be safe. It is represented that in this fight the miners are solely up against the capitalists. As regards the Excess Profits on exported coal they maintain that, under their sliding scale arrangement with the employers they would be entitled to share in them but for the intervention of the Government. In reply to the argument that the war must be paid for, they say that there is no reason why they should be mulct for the "purpose while war profiteers are allowed to thrive on the misfortunes of the nation."

A South Wales with its shipping, etc., they see a lot of men who have got rich suddenly out of the war, and until these men are dispossessed they object to being bled. There is, indeed, a very general resentment against those who have enjoyed absolute security and opportunities for getting rich quickly during the war while others had to leave all they had and risk their lives. The heavy taxes on beer, too, have emphasized the high cost of living among the working classes, many of whom regard beer not as a luxury but as a necessity.

These then are the views which it has been the business of the mediators in this dispute to endeavor to reconcile. The

crux of the whole matter is in the question: Who are entitled to the excess profits—the miners themselves or the nation at large?

As Mr. FISHER puts the matter in the statement to which we have already alluded, it concerns an advance of wages out of a fund which is the result of increased efforts on the part of the miners.

It is one proposition; but it is quite another thing to assign to the miners a claim to profits which are caused not by the increased effort and sacrifice of workers in the industry, but by the coal shortage on the Continent, and are in any case under our present scheme of taxation naturally assigned to the Exchequer to be used for the benefit of the whole nation.

If excess profits are to be divided between users and producers in the coal industry, the same principle of partition should be extended to shipping and iron and textiles and a hundred other industries as well, and a moment's thought should convince the consumer of coal that the acceptance of such a doctrine as this cuts at the roots of any sound system of national finance. And so we come to the question: Who is to govern?

About 100 Chinese students are leaving for France by the M.M.S. "Cordillere" next month.

A Chinese girl was so severely bitten by a dog on Sunday that she had to be removed to hospital.

A ship's painter, working on the "Guanat," fell into the hold on Sunday and was killed instantaneously.

As a result of a truck running over a Chinese, on Sunday, the man sustained serious injuries to his body and had to be removed to hospital.

Among residents who returned to the Colony by the "Yanking," yesterday, were Mr. and Mrs. A. Mackenzie, Mr. J.

CABLES.

LATEST CABLES.
(TRANSMISSIONS' AGENTS.)

OIL FOR FRANCE.

SCOPE OF STANDARD OIL ENTERPRISE.

PARIS, October 21st.

It is generally believed that the subsidiary Standard Oil Company, entitled the Standard Franco-American, in addition to placing the Standard Oil Company's products on the French market, will devote a considerable capital to the exploration of petroleum strata in France and the French Colonies in order that France may have a national supply of oil, which will be invaluable in war-time.

The importance of the combine is accentuated by the fact that the Standard Oil Company, for the first time, has undertaken an enterprise where the control is left to non-American capital.

ALASKAN AERIAL EXPEDITION.

WHAT COMMANDER SAW.

NEW YORK, October 21st.

It is understood that the Commander of the Alaska Aerial Expedition recommends a regular aerial service to Alaska and reports that he frequently sighted herds of reindeer, caribou, bear and mountain sheep. The Indians fled at the approach of the machines.

SUCCESS OF EXPEDITION.

MINNEAPOLIS, October 21st.

Four United States Army aeroplanes, which started on July 15th for a trip to Alaska and back, have completed a round trip of 9,000 miles. The object was to establish an aerial route to the north-west corner of the American continent and photograph otherwise inaccessible areas in Alaska.

FIRE ON "ZACA"

HOLD TO BE FLOODED.

PORT OF SPAIN (Trinidad), Oct. 22nd. The British cruiser *Cambrian* and the Canadian Government steamer *Farmer* succeeded in beaching the United States Shipping Board steamer *Zaca* on which a fire had broken out. Efforts are being made to arrest the flames by flooding the hold.

DAYLIGHT BANK RAID.

CLERK'S BRATERY FOILS ROBBERS

CLEVELAND, October 22nd.

An attempt on the part of thieves to carry off \$50,000 from a safe from the Cleveland Trust Company's Bedford branch, in broad daylight, was foiled by a brave clerk, Petre, who gave the alarm to the town. A pistol battle followed. Two bandits were killed. Petre was seriously wounded. Four robbers were captured, four escaped. The money was recovered intact.

WAR FINANCE CORPORATION BANKERS' REQUEST TO PRESIDENT WILSON.

WASHINGTON, October 22nd.

The Bankers' Association has decided to request President Wilson to re-create the War Finance Corporation for the purpose of aiding the export of cotton, wheat and other agricultural products.

NEW REGIME IN MEXICO.

EFFORT TO SECURE UNITED STATES' RECOGNITION.

WASHINGTON, October 22nd.

Roberto Pesquiera, the confidential agent of the De La Huerta Government, has arrived in Washington to negotiate for the American recognition of the present regime in Mexico.

BOLSHEVISM IN SWEDEN.

THIRD INTERNATIONAL CONDITIONS ACCEPTED.

STOCKHOLM, October 22nd.

The Executive of the Swedish Bolshevik Party has passed a resolution by 13 votes to 2 accepting in principle the Moscow conditions.

U.S. PRESIDENTIAL CAMPAIGN SUGGESTION TO AMEND COVENANT

NEW YORK, October 21st.

The Presidential campaign is becoming acrimonious.

Governor Cox, in a speech at Boston, denounced Senator Harding and Senator Lodge for opposition to the League of Nations, and described Senator Lodge as "the arch-conspirator of the age." He declared that Senator Harding was deliberately attempting to deceive the people on the League issue.

Mr. Elihu Root, in his first campaign speech at Carnegie Hall, declared that Article X of the Covenant of the League meant a throwback to the old discredited alliances. He was of opinion that a large majority of Americans earnestly desired an organization of civilized nations which may co-operate to prevent future wars, and that the United States should do her full share in it. He urged that the provisions of the Covenant should be changed to meet American objections.

EARLIER CABLES.

NATIONAL LOAN OPERATIONS OPENED.

WORK OF RECONSTRUCTION PROGRESSING.

LONDON, October 21st.

A Havana message states:—The National loan operations have opened under the most favourable circumstances. The Finance Minister, speaking at Strasbourg, pointed out the steady progress in the great work of reconstructing the war-stricken districts. Railway traffic was now almost completely re-established, but for a few miles, and the commercial balance had greatly improved. Exportation had increased in 1929 by 148 per cent, against importation, only 13 per cent.

THE EMERGENCY BILL.

OBJECTS AND REASONS.

LONDON, October 23rd.

The Emergency Bill provides for the issue of proclamations in an emergency whenever action of any body of persons threatens to interfere with the supply and distribution of food, water, fuel, light, or means of locomotion. Should Parliament not be sitting when such emergency arises, it will be summoned immediately and Emergency Regulations will be made by an Order in Council for the preservation of life and for the maintenance of transit. Punishments will be provided for breach of the regulations.

POLAND'S AGGRESSION.

MOVING TOWARDS KOVNO.

LONDON, October 24th.

The Lithuanian situation grows progressively worse. The Poles, not content with occupying Vilna, are now apparently extending operations to Kovno. Despite official disapproval, the so-called Zele-growski corps is pushing on towards Kovno, and there is reason to fear that the Poles are preparing to establish a Polish Government at Kovno, which shall immediately declare union with Poland. The Poles, who command an overwhelming superiority in forces, are pushing on with tanks, aircraft and ordnance.

LAWN TENNIS CHAMPIONSHIPS.

COVERED COURTS FINALS.

LONDON, October 24th.

At Queen's Club the World's Covered Courts Lawn-Tennis Championships resulted as follows:—

Final of Men's Singles: Gordon Lowe beat W. C. Crawley (6/2, 6/3, 6/1).
Doubles: P. Davson and M. M. G. G. beat F. Fisher and A. Beamish (1/6, 10/8, 13/11, 3/6, 6/3).

Mixed Doubles: F. Fisher and Mrs. Peacock (Lady Champion of India) a walk-over; Doust and Miss McKane having scratched.
Ladies' Singles: Mrs. Beamish beat Miss McKane (6/2, 5/7, 7/9).

SOCCER.

ENGLAND BEATS IRELAND.

LONDON, October 23rd.

England beat Ireland at Soccer by 2 goals to nil. The match was played at Sunderland.

MINERS REQUEST RAILWAY-MEN TO SUSPEND STRIKE.

ANOTHER CONFERENCE WITH PREMIER.

LONDON, October 23rd.

The Executives of the Miners' Federation and the Railwaymen's Union conferred to-day. The former, in thanking the railwaymen for their sympathetic strike, stated that Mr. Lloyd George had invited the Miners' Executive to a fresh conference. This invitation had been accepted and, therefore, the Miners' Executive requested the railwaymen to suspend the strike in order not to prejudice the new negotiations. The miners' representatives will meet the Government at Downing Street to-morrow morning, therefore the railway strike has been postponed indefinitely.

NEWS RECEIVED WITH INTENSE RELIEF.

LATER.

The railway strike has been postponed. The news of the postponement of the railway strike has been received with intense relief and satisfaction by the general public and labour circles, and particularly by railwaymen.

SOME SECRET DIPLOMACY.

LONDON, October 23rd.

The new week opens distinctly more hopeful as regards the outlook of the industrial situation.

Mr. Lloyd George, who remained in town for the week-end, is meeting the miners' leaders this morning. The meeting is in the nature of a preliminary talk with Messrs. Smillie, Hodges, Hurbert Smith and Robson, respectively, Mr. President, Vice-President, Treasurer and Secretary of the Miners' Federation, in order, if possible, to reach a basis of discussion and settlement. If such a basis is reached, the Miners' Executive will meet the Government later in formal negotiations which are likely to last for the greater part of a week. Peace, therefore, will be in the balance for some days and a resumption of work might even be delayed by the necessity for a third ballot.

The subject matter of to-day's conversations, despite widespread rumours, is being kept the closest secret.

DISCUSSIONS CONTINUING.

LATER.

The miners' leaders, Messrs. Smillie, Smith, Hodges and Harbison, conferred for two hours with Mr. Lloyd George at 10, Downing Street this morning, after which Mr. Hodges stated that the discussions were continuing.

STRIKES IN INDIA.

RAILWAY EMPLOYEES COME OUT.

BOMBAY, October 23rd.

Strikes and rumours of strikes are the order of the day in India. The Bombay gas strike has ended, the strikers being dismissed. A good tramway service is being maintained.

It is reported from Jhansi that 4,500 (1) employees of the Great Indian Peninsula Railway have struck, while serious trouble has occurred at the Buckingham Mills, Madras, where seven thousand employees have been locked out after an assault on the weaving master.

The *Karachi Daily Gazette* did not appear on the 21st inst., owing to a lightning strike of the entire mechanical staff.

THE IRISH SITUATION.

THE FASTING LORD MAYOR.

LONDON, October 24th.

Mr. McSwiney is still lingering on. He is still unconscious and his sisters are not allowed to see him.

THE KING OF GREECE.

CONDITION MOST CRITICAL.

ATHENS, October 23rd.

His Majesty has entered a very acute phase of a general crisis. His condition is most critical.

M. Vidal has personally contradicted the story attributed to him as regards symptoms of hydrophobia, upon which the statement rested that the King was the victim of a deliberate attempt on his life. The infection, says Dr. Vidal, has nothing to do with rabies.

FAR EASTERN CABLE NEWS.

(TRANSMISSIONS' AGENTS.)

STRAITS RUBBER FOR RUSSIA.

LONDON, October 22nd.

In an interview, Mr. W. F. Regan, who, on behalf of the Rubber Planters' Union, has arranged a two million sterling contract for supplying rubber to Russia, said that the rubber will be delivered from March 1931 to December 1932 and declared himself satisfied with the arrangement by which the rubber will be paid for in Russian paper currency, while for 1933 gold will be paid in Amsterdam. He emphasized that the money paid by Russia in the deal will be switched on to the Federated Malay States, the British Government drawing the Excess Profit Tax, thus helping to reduce the National Debt.

CHINESE STUDENTS IN FRANCE.

MARSEILLES, October 21st.

A hundred Chinese students, including six women, have arrived on board the mail steamer *Andre Lebon* to study the French language and commercial methods. The students will be distributed among schools and colleges in France. The party is accompanied by Kao Loh, Director of the Peking Observatory and two Chinese professors of the Auguste Comte School, Peking, who are responsible for the well-being of the students.

NEW SINO-AMERICAN TREATY.

WASHINGTON, October 21st.

The Sino-American Treaty has been signed providing for graduated increases of import duties on tobacco, sugar, spirits and luxuries from China, instead of the present 5 per cent flat rate.

CHINESE SOLDIERS

ATTACKED.

TWO IN HOSPITAL.

A mob of Chinese, composed mainly of wharf-coolies, attacked two Chinese soldiers on the Praya East on Sunday. The men were on their way from Swatow to Canton. They were both severely handled and had to be removed to hospital.

CHINESE SOLDIERS FIRE

AT A TRAIN.

TWO MEN INJURED IN THE

CANTON-KOWLOON EXPRESS.

A DARING OUTRAGE.

A most daring outrage was perpetrated by Kwong soldiers on Saturday evening. The express train from Canton to Kowloon, carrying a large number of Chinese refugees on their way to Hongkong, was fired at by soldiers when it passed Ping-fu in Chinese territory. The fire, it is stated, was directed against the third-class compartments, many of the windows of which were shattered. One Chinaman received a bullet in the abdomen and another in the right side of the body. Both passengers were brought to Hongkong and removed to hospital.

THE ALARMIST RUMOURS.

CATEGORICAL DENIAL BY THE

CHINESE GOVERNMENT.

The Chinese Government requested Reuters categorically to state (1) that no accident of any nature whatever has happened to the President, who is enjoying good health; (2) that the Government has not been overthrown; (3) that no attempt has been made to restore the monarchy; (4) that neither Tso Kua nor Chang Tso-lin has come to Peking; (5) that Li Hsun's death was not caused by murder or assassination; and (6) that it is not proposed to appoint Chang Hsun Tuckun of Kiangsu, in succession to Li Hsun.

INDIAN CONSTABLE COMMITS SUICIDE.

JUMPS FROM HOSPITAL FLOOR.

An Indian constable committed suicide on Saturday night by jumping from the second storey of the Government Civil Hospital. Deceased was an inmate of the hospital, but his temperature was normal and he was to have been discharged in a few days.

The reason for his rash act is not known.

WEDDING.

ROSSER-WILLIAMS.

There was a large attendance of friends at St. John's Cathedral, yesterday afternoon, when the marriage was solemnized of Mr. Alexander James Weekes Rosser of Messrs. Mackinnon, Mackenzie & Co., and Miss Jeanette Williams, daughter of Mr. and Mrs. J. T. Williams of Peterchurch, Hereford, England. Both parties are well-known in Hongkong, the bride having formerly resided in the Colony for three or four years.

The Church was tastefully decorated for the occasion with arum lilies, ferns and pot-palms. The Rev. E. W. L. Martin officiated and the service was choral. Mr. Denman Fuller presiding at the organ.

The bride, who was given away by Lt.-Colonel Cross, was attired in a costume of brocade and georgette. She wore a tulle veil over a wreath of orange blossoms and carried a shower-bouquet. She was attended by little Miss Jean Bird. Mr. T. W. Hill acted as best man.

After the ceremony a reception was held at Headquarters House by Lieut.-Colonel Cross and Mrs. Cross.

A. D. C. DUNSANY PRODUCTIONS.

KISMET REMINISCENCES.

Quite one of the most interesting features of the A.D.C.'s varied programme will be the Interscene entitled "Kismet Reminiscences." The songs with the original musical settings composed by Norman Peterkin for the A.D.C.'s memorable production of *Kismet* in 1918 will be sung by Mrs. J. S. Jennings as Marjannah and Mr. Howard Froeborn as the Caliph. This Interscene will follow immediately after the "Golden Doom" in the first half of the programme, and will recall pleasant memories to those who saw the original production. A further attraction will be a Chinese orchestra of some of the leading local amateurs who will discourse music during the one interval of the evening, appropriately preceding the "Compromise of the King of the Golden Isles" which plays in the Golden Times of a Far Eastern Country, thus intensifying the necessary atmosphere.

TRESPASSER IN BANK.

MAN CAUGHT BY EUROPEAN.

A Chinese was charged before Mr. N. L. Smith with trespassing into the servants' quarters of the Chartered Bank at 12.30 a.m. yesterday.

Mr. Simpson, an assistant of the bank, said that he was awakened by a noise in the servants' quarters, and went out to investigate. As he entered the quarters, the defendant attempted to dash past him. Witness caught the defendant, and, finding that he was not one of the servants, handed him over to the police. Mr. Simpson said that he had often been awakened in the middle of the night by noises in the servants' quarters, but had not been able to discover the person responsible. Now that he had got the defendant, he would like an example to be made of him. The defendant had no business in the servants' quarters.

The defendant said that he went there to look for a friend.

Mr. Simpson said that that might be so, but the hour was very late, and the defendant had no business to make the noise he did.

The Magistrate imposed a fine of \$10, or 14 days' hard labour.

THE SUNDAY SCHOOL CONVENTION AT TOKYO.

IMPERIAL FAMILY INTERESTED.

The Empress of Japan on October 16th received in audience Mr. Frank Brown, Secretary of the World Sunday School Convention. Her Majesty expressed the pleasure of the Emperor and herself at the success of the Convention's work, in which their Majesties took a personal interest, and repeated the hope expressed by the Emperor in his message to the Convention that the future labours of the association would be crowned with success, in the interest of humanity and world peace.

The newspapers, commenting on the Imperial message, remark that the interest displayed in the movement by His Majesty is highly gratifying to both Japanese and foreign Christians as evidence of recognition of the work the missionaries are doing on the path of progress in Japan.

GRAVE FINANCIAL CRISIS IN CHINA.

EVEN OFFICIALS' SALARIES UNPAID.

The Peking correspondent of the *Times*, writing on the 14th inst., said:—

The financial crisis with which the Government is faced is the worst since the establishment of the Republic. The ordinary method of raising internal and domestic loans is now becoming impossible for the Government is not able to repay the loans which it has already raised from the local banks, merchants and others, and under such circumstances the Government is finding that there is no inclination to lend it any more money. The Government's credit has practically come to an end as far as the Chinese themselves are concerned, and the only hope that the Government has is from foreigners. Knowing that the Consortium meetings are now being held in America, the Government is anxiously waiting for news from that country. So far none of the understandings, which the members of the Consortium may have reached are known here and the silence is causing a certain amount of anxiety. It must be pointed out to the Chinese that even if the Consortium is willing to lend money to China it will be many months before it will be possible for China to receive any money from abroad. Negotiations, which are likely to be protracted, must be carried out between China and the representatives of the Consortium before any definite arrangement can be made. The fact that the Chinese are increasing instead of decreasing the Army will undoubtedly have a bad effect on the foreign bankers, for it will be impossible for them to lend money unless they are assured that the money will be used for constructive purposes and not simply to maintain the ordinary Chinese revenues can still be relied for the upkeep of an army which is useless and unnecessary and which is bleeding the country financially dry. When the Government came into power after the fall of the Anfu Club, it made fulsome promises of carrying out a retrenchment policy. As far as my knowledge serves I have not yet seen one scheme of retrenchment put into operation. New posts are being created for relatives and friends of the new Ministers and money is being wasted in various ways. The earnings of the various railways are being cut down owing to the fact that General Chang Tso-lin and other military men are using them for the transport of troops and military supplies. Besides this, loans made with the Japanese and others on short term conditions are falling due. The Government is now faced with the fact that it is unable to meet the most necessary of its administrative expenses, and many of the officials are months in arrears with their salaries. A number of the foreign employees have also not been paid for some time, which is significant.

Unless foreign financial aid is secured it is impossible to see how the Government is going to function, and if a financial crisis does overtake the Government, it will naturally be followed by a political crisis, the results of which it is impossible to gauge. But, as stated above, it is impossible to see how the foreign bankers will come forward with any advances until they have made strict investigations, and negotiations have been carried out. While this is happening what is China going to do? People with whom I have talked can offer no solution, for China has now reached her financial breaking-point as far as securing money is concerned; and that is the only avenue through which China can get money until she can obtain a large loan from the Consortium, it is impossible to understand how she is going to exist during this interregnum.

A SHANGHAI MAN'S DEATH.

TRAGEDY IN SZECHUAN.

Mr. R. A. Covill, a representative of the Asiatic Petroleum Co., was shot and killed at Chungking recently. It appears that the Yunnan troops, driven out of Chungking, crossed the river and maintained a straggling fire, directed at the opposite bank and at river-craft. Mr. Covill with four companions was crossing the river in a motor launch, when a bullet, obviously fired by the Yunnanese, struck him.

Mr. Covill, the *N.O. Daily News* says, first came to China 10 or 12 years ago, and intending to enter the tea trade, joined the firm of Dodwell & Co. In those days he was well known as a football player, and was one of the very fine team which "A.C." Co., S. V. C., used to put in the field. After the outbreak of war he underwent a unique experience. Travelling home with the object of enlisting, he was taken prisoner by the notorious German raider *Wolf*, and for five months was on board her during her piratical cruise. Captured within two days of reaching Colombo he went with the *Wolf* as far south as the Cape of Good Hope, and then as far north as Iceland, ultimately reaching Germany. Here he was interned for the duration of the war.

Mr. Covill returned to China in August, 1919, joining the Asiatic Petroleum Co., and a few months ago, being sent to Szechuan. His tragic death there brings home to us the terrible state of unsettlement prevalent in that province, where soldiers and bandits are permitted full scope for their brutalities. This state of affairs has existed too long, and it is high time that the military there received a very severe lesson.

PALACE HOTEL BILLIARD TOURNAMENT.

In the above tournament, yesterday, C. McN. Wilson (-125) beat S. Kelly (-100), the scores being 250 and 223 respectively; and J. Parkes (-200) beat W. Hill (-125), the scores being 250 and 177, respectively.

To-night, B. Urquhart (-100) meets C. T. Oats (-150).

Two cases (one death) of enteric fever were reported in the Colony on Saturday.

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S.S. "PERSIA" ... about 5th Nov.

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SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

TOYAMA MARU ... Monday, 15th Nov., at 11 a.m.

TOYOHASHI MARU ... Friday, 25th Nov., at 11 a.m.

FUSHIMI MARU (omitting Manila) ... Tuesday, 14th Dec., at 11 a.m.

KATORI MARU ... Tuesday, 28th Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

SADO MARU ... Friday, 25th Oct., at 11 a.m.

KITANO MARU ... Friday, 19th Nov., at 11 a.m.

INABA MARU ... Friday, 26th Nov., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU sailing from Singapore ... Friday, 19th November.

LIMA MARU sailing from Singapore ... Monday, 13th December.

LIVERPOOL & MARSEILLES via Suez.

KAMAKURA MARU sailing from Singapore ... End of November.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 17th Nov., at 11 a.m.

TANGO MARU ... Wednesday, 24th Dec., at 11 a.m.

NEW YORK.**SOUTH AMERICAN PORTS** via CAPE.

HAKODATE MARU sailing from Singapore ... Beginning of Dec.

BOMBAY & COLOMBO via Singapore.

JINSHO MARU ... Thursday, 28th October

CALCUTTA & RANGOON via Singapore & Penang.

KOTSU MARU ... Tuesday, 26th October

SHINSEI MARU ... Thursday, 4th November

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 20th Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

BOMBAY MARU ... Wednesday, 27th October.

TOMO MARU ... Thursday, 28th Oct., at 11 a.m.

KAMO MARU ... Saturday, 30th Oct., at 11 a.m.

TAIAN MARU ... Sunday, 7th November.

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"INTELLIGENCE"**ARMY LECTURE IN SIMLA.**

Under the auspices of the United Service Institution of India a lecture on "Intelligence in War" was delivered at Simla on October 2nd by Brigadier-General J. C. Charteris. The Commander-in-Chief presided. The audience was fully representative, almost all the officers of the Army Headquarters being present.

The lecturer took one hour to describe the working of the Intelligence in the last war and his revelations regarding the working of the Secret Service were listened to with rapt attention. General Charteris said the work of the Intelligence, in the words of Lord Haig, was the collection, collation and dissemination of information with regard to the enemy, in so much that it should enable a Commander on the one hand to avoid surprise by the enemy and on the other hand enable his troops to obtain a surprise in their own operations. In the last war a great portion of Intelligence had to be devoted to what was called economic intelligence, which could enable the Allies to gauge the enemy's resources in man, material and money. The organization of the Intelligence Staff at Headquarters was divided into the following main sections:—(A) Information regarding the enemy's armed forces; (b) information regarding the enemy's resources in armaments, both as regards number and type; (c) topographical information of the theatre of war; (d) the organization of the secret service, both for espionage and counter espionage, including intercepting telephones and wireless and decoding enemy cyphers; (e) the prevention of the leakage of information, comprising control of the censorship, the control of press correspondents, etc.; (f) the propaganda section, devoted to the issue of all information as might confuse the enemy, depreciate his military, and maintain the morale of the Allied people and influence neutrals in favour of the Allies.

After detailing the different branches of intelligence work, the speaker dealt at length with the means whereby they obtained intelligence. Their main sources of information were reconnaissance by air and by raids, the examination of prisoners, the examination of documents and of the press of the enemy, and the secret service. Reconnaissance by air never obtained first hand knowledge of movements, but was useful for the verification of news got from other sources. As regards the examination of prisoners, the primary examination was always directed toward the verification of the enemy's order of battle.

NATION OF LETTER WRITERS.

Very much information could not be obtained from these prisoners, as their knowledge was limited, but most valuable information was extracted from servants of the enemy's officers. Invariably the British Intelligence Service did not go beyond the limits of words or threats. As regards documents, these were on the whole the most valuable source of information owing, firstly, to the German lack of an efficient censorship and secondly owing to Germans being a nation of letter writers and diarists. An average German soldier would not distort facts in his letter to home, and the detection of these letters revealed a good deal of useful information. Those letters which reached Germany were talked in the market place, and English agents could obtain the essence of those communications.

As for the system of collation and co-ordination of information, the co-ordination of economic information, such as man power and the other military resources of the enemy, was vested in the War Office, while as regards strategical information, co-ordination and collation was done solely by General Headquarters. Coming to the dissemination of intelligence, he said the primary object was to disseminate to the lower formations such information only as they required for the execution of their immediate task. This dissemination of information was carried by the circulation of daily summaries so as to prevent the circulation of wrong rumours and to ensure that any variation from their knowledge could at once be brought to notice. But the most important of the intelligence duty was an accurate knowledge of the order of battle of the enemy. Touching the part played by the Secret Service, General Charteris said the difficulties did not lie in placing an agent where he could get information, but in communicating with him.

Concluding, the speaker said one more factor that helped the Allies was that they could judge the strength of the German man power from the fact that in 1914 the depended on men of 20 years of age, while in 1915 she fell down to the 18 years limit. Another factor that was sometimes helpful was a knowledge of the mentality of the opposing Commander.

General Charteris having finished one or two questions were put and answered. The Commander-in-Chief, closing the meeting, paid a tribute to the lucid and clear explanation of the subject by the lecturer and appealed to young officers to take them to heart as a guide for future.

BRITISH WAR WIDOWS AS BRIDES.**REMARRIAGE AT THE RATE OF 2,000 A MONTH.**

War widows are remarried in large numbers, says a London paper. At what rate these marriages are taking place is shown by official figures given by the Ministry of Pensions, for Pensions are withdrawn on the remarriage of widows. The figures are approximate. Of 10,000 widows to whom pensions were granted there still remain 9,700, and they are marrying at the rate of 10 a month. Pensions were given to 224,700 men's widows; 140,000 are still receiving them, and they are marrying at the rate of 2,000 a month, so that if the rate continues, all will be remarried by the end of 1927.

ENTERTAINMENT**THEATRE ROYAL.****THE UNITED SERVICES CONCERT PARTY**

will give

A GRAND CONCERT

in aid of Italian convent

(West Point)

on

FRIDAY, 27th & SATURDAY, 28th Nov.

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LONDON SUOCHIES, INTERPRETATION, BALANCING FEATS, TWO COMEDIANS, AND A MOTON CAR, ETC., ETC.

The Party will include many well-known local artists.

Prices: ... 33, 32 & 31.

Booking at MOUTRIES. [1688]

PUBLIC AUCTION

THE Underigned have received instructions to sell by Public Auction.

On TUESDAY,

the 7th December, 1920, at 11 a.m. within the Chamber, at Naval Depot, Kowloon.

H.M. TUG "ST. SAMPSON"

Length between perpendiculars ... 135 ft. 0 in.

Breadth extreme ... 30 ft. 9 in.

Depth under side of 6th Bar Keel ... 18 ft. 7 in.

To upper Deck ...

Tonnage according to British Rules, Gross ... 451. 0 tons

Nominal Displacement ... 550 tons

At mean draft of ... 13 ft. 10 in.

Present mean draft ... 10 ft. 9 in.

Where ... Hongkong

Built When ... September, 1919.

By whom H.K. Y. pos Dock Co., Ltd.

Materials of Construction—

Wood ... Fittings in Cabins, &c.

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A single screw steel steamer of I.H.P. 1,200 fitted with internal electric lighting at 100 Volts.

Built under Lloyd's survey, 100 A.L. for towing purposes.

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To be sold as she now lies at H.M. Dockyard, Hongkong. A detailed list of fittings to be sold with the Ship may be seen at the Offices of the Naval Store Officer, H.M. Dockyard, Hongkong, and structural and other particulars can be obtained from the Chief Engineer, H.M. Dockyard, Hongkong.

The Vessel is now on view between the hours of 10 a.m. and 4 p.m. Inspecting orders can be obtained on application to the undersigned.

On presentation of inspecting orders to the Pier Master in the Dockyard the persons named therein will be conveyed to and from the Ship. The Ship may not be boarded from a private boat.

HUGHES & HOUGH,

By Appointment Auctioneers to the Admiralty. [1608]

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VALUABLE HOUSEHOLD FURNITURE.

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EXCELLENT HOUSEHOLD FURNITURE.

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TUESDAY, October 26th, 1920, at 2.15

p.m., at his Sales Room—

A QUANTITY OF MISCELLANEOUS GOODS AND EFFECTS

Also—

50,000 "Cavalls" gold tipped Cigarettes.

50,000 "Meleka" Cigarettes.

100 cases Laundry Bar Soap.

7 or 8 yards Best Blue Serge, suit lengths.

1 lot Ladies' Dresses, Lace etc.

800 L. 2 and 5 gallon tin Paints Varnish, "Robinsons". Manufactured by the well known firm of James and Nicholson Ltd., Goswell Works, Stratford, London.

2 cases Australian Ham.

1 case Australian Bacon.

100 tins "Evans" Tobacco.

50 pairs Gent's Ladies' and Children's White Canvas Shoes.

2,000 reels Dewhurst Cotton Thread.

6 Instantaneous Electric Water Heaters.

TERMS—Cash on Delivery.

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Captain THURMAN will sell by Public

Auction on THURSDAY, October 29th, 1920,

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One Ford Motor Car.

(6 Seater) recently overhauled and in good running order.

TERMS—Cash on Delivery.

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SAILINGS SUBJECT TO ALTERATION

THIENTSIN via WEIHAIWEI & Coo "CHEONGSHING" ... Tues., 26th Oct., Noon.

SHANGHAI & TIENTSIN via SWATOW "CHOYANG" ... Wed., 27th Oct., 11 a.m.

SHANGHAI "WINGSANG" ... Thurs., 28th Oct., Noon

HAIPHONG via HOIHOW "LOKANG" ... Thurs., 28th Oct., 8 a.m.

KOBE "NAVSANG" ... Thurs., 28th Oct., 3 p.m.

SINGAPORE & PENANG "FOOSHING" ... Fri., 29th Oct., 3 p.m.

MANILA "LOONGSANG" ... Fri., 29th Oct., 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from a Calcutta steamer, proceed via Swatow and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

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S.S. "FOOSHING" will be despatched on or about Oct. 29th, for SINGAPORE and PENANG.

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GENERAL MANAGERS

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GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel "VOGTLAND" ... Des Hongkong ... 26th Oct.

"GLENHIRE" ... Des Hongkong ... 12th Nov.

"GLENHIRE" ... Des Hongkong ... 26th Nov.

HOMEWARDS.

Vessel "FEMERKSHIRE" ... Des Hongkong ... about 26th Oct.

"GLENHIRE" ... Des Hongkong ... 3rd Nov.

"GLENHIRE" ... Des Hongkong ... 29th Nov.

"GLENHIRE" ... Des Hongkong ... Middle of Dec.

Discharge: GLENHIRE, LONDON & ROTTERDAM; GLENHIRE, LONDON & ROTTERDAM; GLENHIRE, LONDON & ROTTERDAM.

Movements are subject to change without notice.

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Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.; The Royal Mail Steam Packet Co.; Owners of "Shire" Line.

Tel. No. 21 and 22.

Cable Address: Kawasaki, Kobe.

Bestley's, A.B.C. 5th Ed and Bestley's Codes.

Telephone: Economy 244, 245.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUYAMA

(The Company has on hand a large number of)

NEW CARGO STEAMERS

ALWAYS READY FOR CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each 40,000 dwt.

And under the Company's management

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,100 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA

No. 8, BARR, KOB.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

ss. "MONTROSE" ... 15th Nov.
Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BRISA
MELBOURNE, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON ... "CITY OF NAPLES" ... 15th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to
the undersigned.

or to RINE & Co., Carriers.

THE BANK LINE, LTD.
General Agents.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
AMOI, SHANGHAI & FUKOW...	"SHUIYANG"...	On 26th Oct. 10 A.M.
HOIHOW & HAIPHONG...	"KAIFONG"...	On 26th Oct. 10 A.M.
SWATOW and HANGKOW...	"LUCHOW"...	On 28th Oct. 10 A.M.
NEWCHOW...	"YUNNAN"...	On 28th Oct. Noon.
SHANGHAI...	"HUNAN"...	On 28th Oct. 3 P.M.
SWATOW and SINGAPORE...	"CHENGTOU"...	On 28th Oct. 10 A.M.
SHANGHAI...	"SINKIANG"...	On 28th Oct. Noon.
WUHAN, CHENGTOU & TIENTSIN...	"KUMCHOW"...	On 28th Oct. Noon.
SHANGHAI and TIENTSIN...	"TEAN"...	On 29th Oct. 4 P.M.
AMOI, SHANGHAI & FUKOW...	"SHANTUNG"...	On 2nd Nov. 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and
Staterooms. Regular schedule service between Canton, Hongkong, Shanghai (twice
weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all
European and Northern China Ports. Passengers are landed in Shanghai, avoiding
the inconvenience of transhipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—

Telephone 24.

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First-Class Passengers Electric Light and Fans in saloons
and Saloons and excellent cuisine.

FOR

SWATOW, AMOI AND FOOCHOW

AND RETURN.

(Occupying 8 to 10 Days).

"MAIHONG" ...	Capt. W. C. Passmore	TUESDAY, 26th Oct. at 12 Noon.
"HAILOONG" ...	Capt. J. B. Thomson	FRIDAY, 29th Oct. at 12 Noon.
"HAIHONG" ...	Capt. A. E. Stewart	TUESDAY, 2nd Nov. at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Hake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIR & CO.,
General Managers.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES CALIFORNIA, U.S.A.

Days of Week

Arrive

Sailings

Arrive

SS. VINITA ...	Nov. 4th.	SS. VINITA ...	Nov. 7th.
SS. WEST HIKI ...	Nov. 20th.	SS. WEST HIKI ...	Dec. 2nd.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transhipment en route
Shipwide connection with the Baltimore, Santa Fe and Southern-Pacific Railroads.Head Office—Los Angeles, Calif.
Branch Office—Kobe, Shanghai,
Manila, Hongkong.HONGKONG Office—Prince of Wales, Chester Rd.
Tel. No. 1023.CHAS. R. RICHARDSON,
General Agent for South China.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA.

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS.	Tons	From Hongkong (about)	Destination
"NOVARA" ...	8,900	12th Nov.	Marseilles, London & Antwerp
"DILWARA" ...	6,400	15th Nov.	Singapore, Colombo & Bombay
"NELORE" ...	6,853	26th Nov.	Marseilles, London & Antwerp
"SOMALI" ...	6,713	10th Dec.	do.
"DEVANHA" ...	8,100	17th Dec.	do.
"SICILIA" ...	6,703	21st Dec.	do.
"FLASSY" ...	7,248	21st Jan. 1921	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" ... 7,000 ... 16th Nov. ... Calcutta via Spore, Pang & B.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN" ...	4,000	29th Oct.	Sandakan, Thursday Island,
"KANOWNA" ...	7,000	30th Nov.	Cairns, Townsville, Brisbane,
"ST. ALBANS" ...	4,500	22nd Dec.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"TAKADA" ...	7,000	27th Oct. Noon.	Shanghai & Japan.
"JAPAN" ...	6,000	1st Nov.	Shanghai & Japan.
"DILWARA" ...	6,400	1st Nov.	Shanghai Only.
"SOMALI" ...	6,700	1st Nov.	Shanghai & Japan.
"KANOWNA" ...	7,000	15th Nov.	Japan direct.

WIRELESS TELEGRAPHY—FITTED ON ALL STEAMERS.

Passengers may travel by P. & O. Company's steamers between
Singapore and Calcutta, or Singapore and Madras in line of the section of their P. & O.
Steamers to Calcutta.
All Calcutta are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Passengers measuring not more than 6ft. x 2ft. x 1ft. will be received at the Company's
Office up to 1000 on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents or
advices.

Any damaged packages must be left in the Godowns for examination by the
Consignee and the Company's Surveyors, Messrs. GOSWAMI & DODDIA, at 10 A.M.
on MONDAYS and THURSDAYS. All Claims must be presented within ten days
of the Steamer's arrival here, after which date they cannot be recognised. No Claims
will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MAKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

service via Singapore and Port Said.

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service via Singapore and Port Said.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU ...	22,000	Oct. 28th.
SHINTO MARU ...	22,000	Nov. 23rd.
PERUSA MARU ...	9,000	Dec. 2nd.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN

CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
SHINTO MARU ...	14,000	Nov. 20th.
TOKUYO MARU (Cargo only) ...	—	Nov. 23rd.
KIYO MARU ...	17,500	Jan. 10th. 1921.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building.

Tel. Nos. 2374 & 2375.

Agents at Canton:
Messrs. T. E. GRIFFITH, LTD.

(25)

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMERS & DEPARTURES	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"CHILI" ...	On or about 15th Nov.

MARSEILLES via
SAIGON, SINGAPORE, COLOMBO,
DUEBOUT, SUEZ
PORT SAID
"PORTHOS" ... 30,000 ... On or about 10th Nov.

* calling at Haiphong.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSHER,

Acting Agent,

Queen's Building.



TRANS-PACIFIC FREIGHT SERVICE

Operating 234 following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER

(Calling at Seattle and Ketchikan)

"CITY OF SPOKANE" ... About Nov. 25th.

For PORTLAND direct.

"ABERCOO" ... About Oct. 21st.

For NEW YORK.

"ELDERA" ... About Oct. 27th.

Through Bills of Lading issued to Overland Carriers en route.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478.

Fifth Floor, HONG KONG.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

SS. "VENEZUELA" ... Nov. 2nd, 1920.

U.S. SHIPPING BOARD VESSEL

FOR SAN FRANCISCO.

SHANGHAI-HONGKONG-CALCUTTA SERVICE

Cargo accepted on through Bills of Lading to all points in the United
States and Canada, also through Bills of Lading to Baltimore, Havana, Central and
South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Mandarins

Cable Address "SOLANO"

Telephone 141.

